the dhows leave the banks. These men wander through the fleet in their own boats (usually launches) always trying to get to a first quality pearl before the other brokers hear of it, and always hoping that the *nakhoda* will not recognize its value. The broker's paraphenalia consists of a magnifying glass, a small hand balance, weights, and a set of brass screens for grading the pearls. When pearls are sold on the banks they are ceremoniously transferred from the captain's red bunting to the broker's.

Regardless of where they are sold, the majority of the pearls go to Bombay, and from Bombay eventually to Paris, the world's pearl emporium. Pearls are usually shipped to Bombay by air. The reason is simple: Usury and insurance are prohibited by the Quran. If the pearls were shipped to India by Arab dhow or steamer through an Arab agent, there could be no insurance on the consignment. However, if the pearls are shipped via Trans World Airline or British Overseas Airlines Corporation, the pearls can be heavily insured. Thus, the Arabs use a Western agency to get around the Quranic prohibition. In Bombay, Indian workers skillfully pierce the pearls with fine bow-driven drills and string them on silk, graded according to color and size. The pearls are sold to European dealers in bunches consisting of a number of strings and generally known as "Bombay bunches."

When the season has ended and the pearls are sold, the captain deducts the cost of the food and provisions. What is left represents the profit. Of this the owner of the dhow gets one-half; of the remainder each diver and each attendant gets one share and the captain two. Most of the dhows leaving Saudi Arabian ports are small (not over 40 feet) with small crews—usually something like 6 divers, 4 attendants, and a captain. Thus, each diver and attendant would get one twenty-fourth (about 4 percent) of the profits, and the captain would get one twelfth (about 8 percent). The pearling dhows operating out of Bahrein and Kuwait are generally much larger than the Saudi Arabian dhows, and may have crews of 40 or more. The profits of these craft are split in much the same way as the profits on smaller dhows, but the captain gets more shares with these larger crews than he does with the smaller.